
From: Zachary Deegan <deegs23@hotmail.com>

Sent: Tuesday, April 5, 2022 1:50 PM

To: Desiree LaFleur; Ryan Hollingshead; Laura Cavey; Kevin Bracken; Caryn Johnson; Tim Dietz

Subject: 5th Street Widening

Good afternoon Council,

I wanted to contact you before the meeting tonight, where I know you will be discussing the 5th St. project. The town seems to be on the verge of making a poor decision in regards to the final layout of this street and I feel the need to state my case at least one more time.

My first issue is with the decision to go with the 4 lane vs 3 lane option. According to the official summary (see attached pic) the 4 lane option is less safe, leads to more environmental impact, and is MORE EXPENSIVE than the 3 lane option. We are sacrificing safety, sustainability, and money all to save drivers a handful of seconds on their trip along this stretch. I simply cannot accept that this is the decision reached by a group that claims fiscal conservancy as a guiding principle. There is nothing fiscally conservative or responsible about this decision unless fiscal conservancy has come to mean "we want to do as much as we want as fast as we want to do it".

I understand much of the feedback from town residents was in favor of the 4 lane option. This isn't surprising. More lanes means less traffic right? We shouldn't expect most residents to understand the idea of induced demand. If those same residents were made aware that widening the street will lead to more cars traveling on this stretch and that widening this street will encourage currently vacant land on the east end of town to be developed more rapidly they would likely see this issue differently.

My second issue is around the decision to include on-street bike lanes in the final design. After considering the option to simply use the allotted space to extend the paths on the side of 5th street from 8ft to 12ft, it seems the town has concluded to go with the original design of an 8ft sidewalk and an on-street bike lane. It seems the reasoning behind this has to do with potential conflicts between bikes and pedestrians on a combined 12 ft path. Mr. Mayor, this makes absolutely no sense. To conclude that there will be more potential conflicts between bikes and pedestrians sharing 12 feet of space than there will between cars and bikes separated by a thin strip of paint is absolutely incomprehensible. This decision will simply lead to bikes and pedestrians sharing 8 feet of space while the town engineers sit and wonder why nobody rides in the bike lane next to the 6,000 lb vehicles traveling 45 mph (I ride from downtown to King Soopers. No organization serious about increasing the amount trips made by bike or on foot would choose the option of an on-street bike lane over the combined larger multimodal path.

This town has a real opportunity to start setting the course for the next 50 years. We can create a world-class network of multimodal paths to connect every neighborhood with the schools and businesses that the residents there need to travel. 5th street is such a slam dunk in this respect (see 3rd attached image). We don't even need to take space away from cars. This isn't even politically touchy. It saves the town money. It separates cars from bikes, something

BOTH the drivers and the riders will appreciate, and it will create a nicer more comfortable place for the walkers to enjoy.

Thanks for your time,

Zach Deegan
Local teacher and resident of Craig and Gould

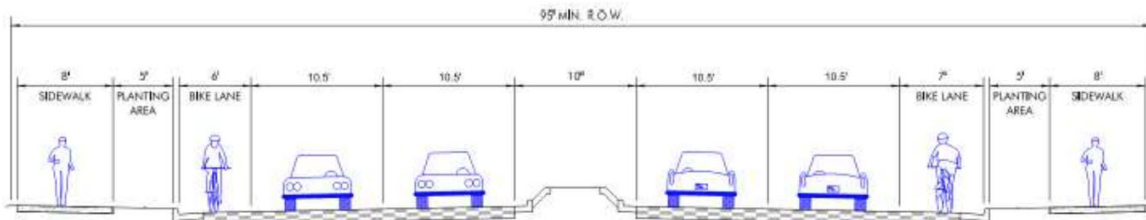







Figure 1: Four-lane section (Woodlands to Founders)

This alternative presented various advantages and disadvantages (summarized below).

ADVANTAGES	DISADVANTAGES
<p> RELIABILITY</p> <ul style="list-style-type: none">• Consistent travel time• Accommodate development• Accommodate growth beyond 2040 <p> LOW DOWNTIME</p> <ul style="list-style-type: none">• Less traffic impact during maintenance	<p> SAFETY</p> <ul style="list-style-type: none">• Perceived higher speeds <p> LOW ENVIRONMENTAL IMPACT</p> <ul style="list-style-type: none">• Project footprint• Water quality• Higher traffic volumes expected• Higher noise <p> COST</p> <ul style="list-style-type: none">• Construction cost (\$2M-Higher)• Maintenance cost

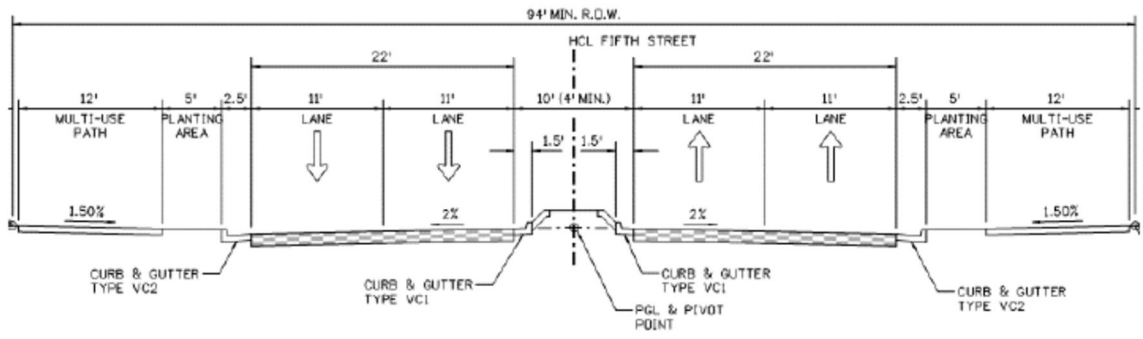


Figure 6: Multi-use Side Path

